

## STRIKE DECISIONS LEFT TO LABOR BOARD

Harding Refuses Advice—Announcement Made That Board Only Can Handle Strike Matters

C. C. Takes First Step for Gov't Distribution of Coal—Declares an Emergency Exists

MARTIAL LAW DECLARED IN TEXAS DISTRICT; TROOPS ORDERED OUT IN ALABAMA AND KENTUCKY

## POLICY OF THE GOVERNMENT ON STRIKE CRISIS IS STATED

Support of Labor Board, More Coal Under Federal Protection and Rationing.

FREE FUNDAMENTAL POINTS MADE KNOWN AFTER CABINET MEET

Interstate Commerce Commission Makes First Move To Meet Transportation Emergency.

WASHINGTON, July 25.—Support of railroad labor board as the only agency created by law for handling the rail strike.

The labor board adhered to its announced hands-off policy in connection with the strike and members said no action was contemplated.

Executives of southwestern railways announced that these roads would not restore seniority rights to striking shopmen.

Western executives and the Pennsylvania system announced that passenger and freight traffic was normal, that large numbers of men are being added to shop forces and that the general situation is satisfactory.

Martial law was declared at Denison, Texas, where infantry companies are assembling.

FIRST LEGAL STEPS TO CURB STRIKERS

Injunction Granted to Railroads Allows Only One Picket at Any One Point.

RICHMOND, Va., July 25.—The first legal steps toward curbing the activities of the striking road shopmen went on record in the United States district court today when temporary injunctions were granted the Chesapeake and Ohio and the Richmond, Fredericksburg and Potomac railways, restricting the railway employees' department of the American Federation of Labor and its affiliated brotherhoods and associations from using more than one picket at any one point and from otherwise interfering with employees and property of the complaining companies.

\$10,000 Bond.

Both companies gave bond in the sum of \$10,000 each to secure defendants against damage resulting from order if it is found to have been improperly issued or to cover damage that may be awarded to the defendants. As soon as the bonds were accepted by the court the restraining order became effective.

More U. S. Marshals.

Simultaneously with the applications for temporary injunction by the two railroad companies request was made for the appointment by the United States marshal of twenty or more special officers to guard the employees and property of plaintiffs.

These officers will be sworn in tomorrow.

BAN IMPORTS OF WINE AND LIQUORS

Issue New Regulations Designed to Shut Off Sources of Illegal Liquor.

WASHINGTON, July 25.—Imports of wine and liquors were banned tonight by Commissioner Blair of the internal revenue until supplies already in the country for non-beverage uses are insufficient to meet the national requirement.

Drastic new regulations were issued by Mr. Blair covering the entrance of alcoholic beverages into the country designed to shut off the sources of illegal liquor supply.

Import Permits.

In determining the supply of spirituous and vinous liquors the regulations declared that such distinction will be made between the various kinds as may be necessary to insure a sufficient supply for the case of wine for sacramental purposes.

Importation will be permitted upon affidavits of a rabbi, minister or priest that there is not sufficient domestic supply of wine for the requirements.

ATTEMPTS MADE TO RESCUE IRISH CAPTIVES

DUBLIN, July 25.—The National forces operating from Claremorris, county Mayo, are continuing their advance. They have occupied Castlebar with out the firing of a single shot.

The irregular troops prior to the evacuation burned numerous buildings, including the jail, the courthouse and the barracks. Irregulars attacked the barracks at Eyecourt, county Galway.

The garrison of eight men were compelled to surrender. The irregulars then burned the barracks.

No news was received from South Ireland today.

A train bringing 70 prisoners from Enniscorthy to Dublin Monday had several exciting experiences, two attempts were made by irregular troops to rescue the prisoners. The first attempt was made outside Wexford. In the fighting two national guard soldiers were killed and seven wounded.

This attempt having failed, irregulars in Dublin made another attempt, they had taken up positions on the roofs of houses around the station.

THE WEATHER

Extreme Northwest Florida—Partly cloudy Wednesday and Thursday; probably local thunder showers.

Winds—East Gulf: Moderate variable and weather partly overcast; probably local rains Wednesday.

MARTIAL LAW DECLARED AND TROOPS READY

Texas Governor Calls Out Troops To Guard Texas Transportation Machinery.

TROOPS MOBILIZING IN ALABAMA AND KENTUCKY

Inability of Officers To Protect Workers And Preserve Peace Is The Cause.

AUSTIN, Texas, July 25.—Martial law has been declared at Denison and five infantry companies here are preparing to move there at once, Governor Pat M. Neff announced late today. The action was taken due to disorders growing out of the shopmen's strike, it was stated. Rangers called to mobilization will be shifted to Childress and Sherman under the "open port" law.

Martial law becomes effective at 5 a. m. tomorrow.

Detachments of rangers from Denison also will go to Cleburne, Temple, Amarillo, Marshall, Lufkin, Kingsville, DeLeon and Waco to guard duty and protect railway shopmen.

Contributing factors to the necessity of martial law, the governor said, were the Missouri, Kansas and Texas shopmen's strike, the inability of the railroad to carry on freight traffic and maintain the regular channels of commerce because the workmen lately employed were "intimidated, threatened and injured by physical violence and the inability of officers who had personally conferred with him to protect workers and preserve peace."

In Kentucky

FRANKFORT, Ky., July 25.—Troops were ordered into Belle county today for operations near Fonda, a mine center, it was announced tonight by Governor Morrow. The operators were requested by the sheriff following alleged threats made against non-union men. Troops were instructed to prevent violence.

Mobilized In Alabama

BIRMINGHAM, July 25.—On orders from Governor Kilby 100 members of the Alabama National Guard were being mobilized here tonight for "instant use" if necessary in connection with the shopmen's strike. It was said that the measure was a precautionary one and that no orders had been given for the soldiers to entrain for any particular point.

BITUMINOUS OPERATORS AND MINERS WILL MEET

MARTONS FERRY, Ohio, July 25.—A meeting of bituminous coal operators and miners from the central competitive district is to be held in Cleveland this week to discuss proposals for a settlement of the coal strike, President Lee Hall of the Ohio miners' union said here today.

Hall made the statement to local newspapermen following the receipt of an unexpected summons from John L. Lewis, president of the United Mine Workers of America to attend a conference of union district chiefs at Philadelphia tomorrow. Hall left tonight for Philadelphia.

ENGLAND HELPING UNCLE SAM ENFORCE DRY LAWS

WASHINGTON, July 25.—Although official statements continued to be withheld today concerning the recent American note to Great Britain urging the cooperation of that country in effort to curtail the illicit liquor traffic between British possessions off the Atlantic coast and American ports, it was indicated that the British government was exhibiting the greatest consideration toward the United States in its efforts to enforce the Volstead act.

WALKOUT OF CLERKS ON SOUTHERN ROAD AVERTED

WASHINGTON, July 25.—An agreement has been signed at Chattanooga, Tenn., between officials of the Brotherhood of Railway Clerks and the Southern Railway which definitely averts the threatened walkout of clerks on the Southern and its affiliated lines, local officials of the Brotherhood announced tonight.

THE CIVIL COMMISSION NOT INFLUENCED IN POSTMASTER EXAM.

Special Committee Says Mistakes In Certification Were Errors Of Judgment.

WASHINGTON, July 25.—After spending nearly three months in an investigation of the subject, a special committee submitted a report to the senate today declaring without foundation charges that the federal civil service commission had been biased by political influence in its examination and certification of postmaster applicants.

Mistakes Few.

The report said that while there were mistakes made in the certification of candidates for the many places the investigation it made "would indicate that the mistakes were surprisingly few and that such as may have been are due to errors of judgment and not to any wrong intent."

"Judged alone by the cases presented," the report went on, "this committee believes that the work of the commission was ably and conscientiously performed and that political influence has not been used, or, if sought to be used, had had no effect in the examinations conducted under the supervision of the commission or in making or altering of grades. It believes also that the act of congress and executive orders giving preference to former service men in appointment to office under civil service rules have been observed by examiners."

Dues To Rule

Further in abolishing the commission of blame, the report said it was believed that many of the controversies as to postmaster appointments had arisen out of the rule requiring the names of the three highest eligibles for appointment be certified by the commission to the appointing power.

It added that there remained a grave question whether there would have been less complaint had that rule been abrogated and the name of only the highest eligible submitted.

Florida Case

Scores of cases were discussed in the report, among them being complaints concerning selection of eligibles or of nominees at the following places, but in none of which the committee blamed to the commission.

New Market and Culpepper, Va.; Lenoir, N. C., and Eustice, Fla.

LIVELY FIGHT ON TARIFF PROPOSAL

Every Inch of Ground on Tariff Bitterly Fought—Vote Expected Today.

WASHINGTON, July 25.—There was another lively fight today in the senate over the Lenox proposal to reduce duties on coarse wool and manufactures thereof, but again the issue failed to come to a vote. The first test of strength was expected tomorrow with opponents of the amendment apparently confident of victory. They had made an informal canvass and expected to draw enough strength from the Democratic side to offset the votes cast for the proposal by members of their own party.

Arguments against the proposal were presented by Senators Smoot of Utah, Gooding of Idaho and Willis of Ohio. Republicans, who reiterated the contention that it was not workable. There was discussion of the seven hours of debate, said it the committee could not work the plan out so it could be administered, he would undertake to do so.

55 per cent on silk.

Before the senate met today, the finance committee majority took up the silk schedule, making several changes. The most important was the decision to give separate treatment to Tussock silk, commonly known as Pongee and Shantung. Such silk in the piece, not bleached, printed, dyed or colored, would bear a duty of 55 per cent ad valorem.

Twelve Initiated By Demolay Boys

Twelve candidates were initiated into the mystery of the Order of Demolay by Pensacola Chapter in the presence of a large audience of Masons at the Masonic Temple last night. This is the second initiation staged by the members of the local chapter since its organization about two months ago.

With this initiation the membership was swelled to nearly fifty, in keeping with the almost phenomenal growth of the order throughout the country. Organized in Kansas City about two years ago among a handful of enthusiastic young fellows, the membership of the order today has a representation of nearly 150,000 members with chapters in many of the foreign countries.

HANDS OFF ATTITUDE OF LABOR BOARD

Adheres Strictly To Its Policy And Turns Attention To Routine Matters.

NO OFFICIAL ACTION IS NOW IN PROSPECT

Railway Executive Says "Transportation Conditions Are Normal Everywhere."

(By The Associated Press)

CHICAGO, July 25.—Adhering strictly to its hands-off policy in the railway shopmen's strike, the United States Railroad Labor Board today turned its attention to routine matters.

Despite statements from Washington that any government action in the rail controversy must come through the labor board, the board took no action today and from officials it was learned that none is in prospect.

Only Routine Matters

An executive session of the board was held during the day and following the meeting members stated that only routine matters were discussed. The board heard complaints from a general chairman's committee representing the Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees. Board members said this case had little relation to the present strike.

"Conditions Normal."

With the board contemplating no action, the western presidents' committee on public relations of the Association of Railway Executives, issued a statement tonight asserting that western lines with headquarters in Chicago are moving freight as offered, passenger trains are being operated normally and "transportation conditions are now normal everywhere."

"Large numbers of men are being added to the shop forces," the statement said. "The number of these men at work ranges from 23 to 75 per cent normal on the different roads."

Jewell Silent.

At strike headquarters here tonight, B. M. Jewell, head of the railway employees' department of the American Federation of Labor, said the shop craft leaders "have nothing to say."

Executives and representatives of railroads in the southwest meeting at St. Louis today issued a statement that seniority rights of striking shopmen would be restored.

The Pennsylvania Railroad issued a statement tonight asserting that "the most favorable situation" on the road since the strike started was shown today.

Southern Seeks Peace

An invitation has been extended by executives of the Southern Railway to the general chairman of the shopmen of the shop crafts of the system for a conference for the purpose of attempting to reach a settlement of the issue involved in the shopmen's strike, it became known at Knoxville.

Local strike leaders declared they did not know if any correspondence has passed between Mr. Jewell and their general chairman.

Cars For Repair.

Railroad repair work is being farmed out to ship yards at Superior, Wis., it became known today with the announcement by officials of the Great Northern that two engines and fifty ore cars had been sent to the Superior Shipbuilding Company yards for repairs.

Decision of striking shopmen to turn harvest hands for a month in the event that an early settlement is not forthcoming was a development in the northwestern rail strike situation.

TWO NOTORIOUS BURGLARS ARRESTED

MEMPHIS, Tenn., July 25.—John Murray, alias "Michigan Shorty," and W. P. Handley, alias "California Bill," said by postoffice officials here to be wanted for the robbery of the post-office at Oxford, N. C., and other places, were arrested by local police and private detectives here late today.

The men admit their identity, police said.

A third man, arrested with them is not known by the police but was ordered held for investigation. Murray and Handley have been in Memphis for a week, and have been watched by local officers for several days. The arrests were made when the trio were visiting one of the city parks. A number of dynamite percussion caps and fuses were found on Murray's person, when arrested, police say.

BUFFALO SHIPMASTER PROBABLY MURDERED

MILWAUKEE, Wis., July 25.—Captain Edward J. Martin, widely known ship master of Buffalo, whose body was found on the Menominee river banks nine hours after his ship the F. D. Underwood had docked, probably was murdered, Dr. J. M. Beffel, who conducted a post-mortem examination, said today. His verdict said Captain Martin either was "bludgeoned into insensibility with a blunt instrument or hit by a train."

Disregard Contracts

In the routing orders, applying all over the United States, the commission required the roads to disregard existing contracts and agreement applying to freight revenue divisions.

Both orders were made effective "from and after July 26," and were based on authority delegated to the commission by the transportation act. The present emergency was declared to arise because

Continued on Page 2

WAITING WORD FROM HARDING TO BEGIN FUEL DISTRIBUTION

Operators and Federal Agents Mobilize To Meet Crisis of Nation-Wide Shortage.

EMERGENCY EXISTS ON ROADS EAST OF MISSISSIPPI RIVER

Directing Agency With Hoover As Chairman Will Be Appointed By Harding Today.

WASHINGTON, July 25.—Mobilized to meet the crisis of a nation wide fuel shortage, federal agencies, producing operators and railroad traffic experts awaited tonight the word from President Harding to set in motion the administration's machine for emergency coal control.

I. C. C. Acts

Ground work for the operation of an emergency fuel rationing program was laid today by the interstate commerce commission which declared an emergency existed on the railroads east of the Mississippi river.

This formal announcement of the carrier inability to serve the public in the transportation of necessities opened the way for the distribution of coal under the plans unanimously adopted by representatives of the producing fields in conference with Secretary Hoover.

Named Wednesday.

The directing agency for the emergency machine—a presidential committee chosen from the interstate commerce commission, the department of justice, commerce and interior with Secretary Hoover as chairman—will be named by President Harding tomorrow, according to high administration officials. This committee with the aid of an administrative committee of operators, railroad traffic experts and probably representatives of public utilities will direct the activities of local committees of operators in maintaining fair prices and in distributing fuel to the carriers and other public utilities in the order of preference established by the interstate commerce commission as best suited to serve the needs of the general public.

Two Orders.

Two orders, both based on its declaration that an emergency in transportation existed were issued by the commission. The first directed railroads all over the United States to disregard existing or requested routing of shipments in favor of such routing as would expedite movement, and avoid congestion, while the second established a system of preference and priorities in shipments over all railroads east of the Mississippi.

The second mandate, said that priority should be given in the movement of food, live stock, perishable products and coal and other fuels, all of its details were devoted to facilitating the government plan for distribution of coal.

MORE—MORE—AND MORE

Must Supply Cars

Railroads were directed to supply coal cars to mines "for such special purposes as may from time to time be designated by the commission, or its agent therefor," the agent mentioned being the presidential committee which will direct coal distribution. These special needs having been cared for, carriers were directed to use all equipment for transporting fuel, first, to railroads and other common carriers; second, to public utilities, street railways, power, light, gas, water and sewer works, ice plants and hospitals; third to governmental, local, state, and federal bodies, and fourth, this applying only to coal carriers reaching Pennsylvania, Ohio, West Virginia, Kentucky, Tennessee, and Alabama; for shipments via Lake Erie ports to Lake Superior ports. Domestic fuel coal generally was given the next place in the preference list.

Cannot Divert Shipments

Railroads were forbidden to divert or reassign shipments, "except as they might be needed for superior use under the order of classification set forth. They were further required to discontinue use of cars suitable for coal shipment in any other traffic and to reserve such cars for coal shipments." The order giving priority for food and other shipments was qualified by a clause stating that such preference should be shown to a carrier only "to the extent that it is currently to be unable promptly to transport all freight traffic offered it for movements."

Disregard Contracts

In the routing orders, applying all over the United States, the commission required the roads to disregard existing contracts and agreement applying to freight revenue divisions.

Both orders were made effective "from and after July 26," and were based on authority delegated to the commission by the transportation act. The present emergency was declared to arise because

Continued on Page 2

PARTY OF EIGHT NARROWLY ESCAPED DEATH IN WRECK

Auto Turns Turtle When It Strikes Sand and Five of Its Occupants Hurt.

Reports from the Pensacola hospital late last night stated that Mrs. Madeline Collins and Robert Livingston, eight years of age, two of the five persons injured when an automobile which Mrs. Collins was driving turned turtle on the Millview road seven miles west of the city yesterday morning about ten o'clock, were getting along as well as could be expected.

The other three of the five injured ones were transferred to their homes yesterday afternoon after having received medical attention at the hospital.

Miracle Escape.

It was almost a miracle that all eight of those in the car were not killed. Three of the party escaped practically unhurt. Mrs. Collins, 565 Inverarity alley, who was driving, escaped with a fractured arm and minor bruises; Mrs. W. L. Anderson, 10 South DeVilliers street, suffered minor bruises and probably internal injuries; Robert Livingston, eight years old, had his jawbone broken; James Livingston, five years old, fractured arm; Ellen Livingston, six years, fractured arm and slight bruises. Bonnie Collins, the driver's four year old son, was injured at the least, while Albertina Hawthorne and Ruth Stalk, the negro women, escaped with slight bruises and cuts.

Turned Over Twice.

Taking a pleasure ride out the Millview road in an auto belonging to Ivory Cooper, taxicab driver who is now in Mobile, Mrs. Collins, so one of the party stated, was driving at considerable speed when she lost control of the car and in a sandy place. It turned over two times, according to Deputy Sheriff Rice who investigated the accident.

There was a car just ahead of Mrs. Collins, she said when it slowed up suddenly she jumped on the emergency brake and that was the last she remembered until the car had turned over. The driver of the car just ahead, L. G. Patterson, of Alabama, when he saw the accident managed to get the injured ones into his car and brought them to the city.

The Dodge auto, visitors to the scene said, is badly damaged. Besides having one wheel torn off and the gas tank demolished, other damages were incurred.

NO MOVE MADE TO ARREST BIELASKI

MEXICO CITY, July 25.—No move was made today to arrest A. Bruce Bielaski, formerly of the American department of justice or his wife, and at the request of Mr. Bielaski numerous detectives who have been shadowing him have been called off.

Jesus Barcenas and Madame Milo, who were arrested yesterday in connection with the kidnapping of Bielaski have completed their testimony before the court Cuernavaca. They are not being held in jail but are under constant surveillance.

There is an unconfirmed report that the party's chauffeur at the time of the kidnapping has been released at Cuernavaca after a confession of some kind, the nature of which has not been ascertained.

BURLAP SHIPMASTER PROBABLY MURDERED

MILWAUKEE, Wis., July 25.—Captain Edward J. Martin, widely known ship master of Buffalo, whose body was found on the Menominee river banks nine hours after his ship the F. D. Underwood had docked, probably was murdered, Dr. J. M. Beffel, who conducted a post-mortem examination, said today. His verdict said Captain Martin either was "bludgeoned into insensibility with a blunt instrument or hit by a train."

Disregard Contracts

In the routing orders, applying all over the United States, the commission required the roads to disregard existing contracts and agreement applying to freight revenue divisions.

Both orders were made effective "from and after July 26," and were based on authority delegated to the commission by the transportation act. The present emergency was declared to arise because

Continued on Page 2